

House of Representatives, March 31, 1998. The Committee on Transportation reported through REP. COCCO, 127th DIST., Chairman of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING THE SOUTHWEST CORRIDOR.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (a) The Commissioner of  
2 Transportation shall establish a comprehensive  
3 intermodal and interregional transportation plan  
4 for the southwest corridor of Connecticut from  
5 Greenwich to Branford to be known as the Southwest  
6 Corridor Implementation Plan. Said plan shall be  
7 based on the Department of Transportation's  
8 recommendations contained in the February 1998  
9 Southwest Corridor Study Update, and the  
10 recommendations of the Coastal Corridor Coalition,  
11 the Southwestern Region Metropolitan Planning  
12 Organization and the Greater Bridgeport Regional  
13 Planning Agency.

14 (b) The Southwest Corridor Implementation  
15 Plan shall reduce highway commuter demand during  
16 peak periods from 1997 base levels by five per  
17 cent within five years as recommended by special  
18 act 97-13.

19 Sec. 2. (NEW) (a) There is created a  
20 Southwest Corridor Action Council which shall  
21 advise the Commissioner of Transportation on  
22 issues pertaining to the Southwest Corridor

23 Implementation Plan established pursuant to  
24 section 1 of this act.

25 (b) The council shall consist of nineteen  
26 members as follows: (1) The Commissioner of  
27 Transportation, or his designee; (2) the  
28 chairpersons and ranking members of the joint  
29 standing committee of the General Assembly having  
30 cognizance of matters relating to transportation,  
31 or their designees; (3) two members appointed by  
32 the Governor, one of whom shall be a  
33 representative of a regional planning agency and  
34 one of whom shall be a member of the public; (4)  
35 two members appointed by the president pro tempore  
36 of the Senate, one of whom shall be a chief  
37 elected official of a municipality in the  
38 southwest region of the state and one of whom  
39 shall be a representative of the motor transport  
40 industry; (5) two members appointed by the  
41 majority leader of the Senate; one of whom shall  
42 be a chief elected official of a municipality in  
43 the southwest region of the state and one of whom  
44 shall be a representative of business and industry  
45 in the southwest region of the state; (6) two  
46 members appointed by the speaker of the House of  
47 Representatives, one of whom shall be a  
48 representative of business and industry in the  
49 southwest region of the state and one of whom  
50 shall be a representative of a southwestern  
51 Connecticut regional planning agency; (7) two  
52 members appointed by the majority leader of the  
53 House of Representatives, one of whom shall be a  
54 representative of business and industry in the  
55 southwest region of the state and one of whom  
56 shall be a representative of an environmental or  
57 civic organization; (8) two members appointed by  
58 the minority leader of the Senate, one of whom  
59 shall be a representative of an environmental  
60 organization in the southwest region of the state  
61 and one of whom shall be a representative of a  
62 commuter organization; and (9) two members  
63 appointed by the minority leader of the House of  
64 Representatives, one of whom shall be a  
65 representative of a council of governments and one  
66 of whom shall be a public member.

67 (c) The council shall establish its  
68 procedures and shall select a chairman from among  
69 its members. The council shall meet quarterly and

70 more often upon the call of the chairman or a  
71 majority of its members.

72 (d) On or before October 1, 1998, the  
73 Commissioner of Transportation shall prepare and  
74 present to the council a five-year schedule for  
75 the implementation of said plan. The schedule  
76 shall include, but not be limited to, the amount  
77 of funding necessary for implementation of said  
78 plan. The commissioner shall update the council on  
79 the status of such schedule every six months.

80 (e) On or before January 1, 1999, and  
81 annually thereafter, the council shall report to  
82 the Governor and to the joint standing committee  
83 of the General Assembly having cognizance of  
84 matters relating to transportation on the progress  
85 of the Southwest Corridor Implementation Plan.

86 TRA COMMITTEE VOTE: YEA 21 NAY 1 JFS

\* \* \* \* \*

"THE FOLLOWING FISCAL IMPACT STATEMENT AND BILL ANALYSIS ARE PREPARED FOR THE BENEFIT OF MEMBERS OF THE GENERAL ASSEMBLY, SOLELY FOR PURPOSES OF INFORMATION, SUMMARIZATION AND EXPLANATION AND DO NOT REPRESENT THE INTENT OF THE GENERAL ASSEMBLY OR EITHER HOUSE THEREOF FOR ANY PURPOSE."

\* \* \* \* \*

**FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5599**

STATE IMPACT                      Costs, Workload Increase, Can Be  
                                 Absorbed              Within              Available  
                                 Resources, see explanation below

MUNICIPAL IMPACT              None

STATE AGENCY(S)              Department of Transportation

**EXPLANATION OF ESTIMATES:**

Administrative costs and additional workload associated with the establishment of the Southwest Corridor Implementation Plan, the preparation of a corresponding five-year schedule and the requirement to update the Southwest Corridor Action Council every six months can be absorbed within the Department of Transportation's available resources.

The bill does not indicate that a state agency will be fiscally responsible for the duties and responsibilities of the Action Council.

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**OLR BILL ANALYSIS**

sHB 5599

**AN ACT CONCERNING THE SOUTHWEST CORRIDOR**

**SUMMARY:** This bill requires the transportation commissioner to establish the Southwest Corridor Implementation Plan, a comprehensive intermodal and interregional transportation plan for the corridor from

Greenwich to Branford. It also creates a 19-member advisory group, called the Southwest Corridor Action Council, to advise the commissioner on issues pertaining to the plan and report annually to the governor and the Transportation Committee on the plan's progress.

EFFECTIVE DATE: October 1, 1998

#### **FURTHER EXPLANATION**

##### **The Southwest Corridor Implementation Plan**

The Southwest Corridor Implementation Plan must be based on the recommendations in the DOT's February 1988 Southwest Corridor Study Update, and the recommendations made in that document by the Coastal Corridor Coalition, the Southwestern Region Metropolitan Planning Organization, and the Greater Bridgeport Regional Planning Agency. The implementation plan must result in a 5% reduction in highway commuter peak-period demand from 1997 base levels within five years.

##### **The Southwest Corridor Action Council**

The action council consists of the transportation commissioner, or his designee; chairmen and ranking members of the Transportation Committee, or their designees; two members appointed by the governor; and two appointees apiece by the Senate president pro tempore, the House speaker, and the House and Senate majority and minority leaders.

The governor's appointees must be a member of the public and a representative of a regional planning agency. The legislative leaders' appointees must represent the following:

Senate President Pro Tempore	A chief elected official of a southwest region municipality and a representative of the motor transport industry
Speaker of the House	A representative of

business and industry in the southwest region and a representative of a southwestern Connecticut regional planning agency

Senate Majority Leader

A chief elected official of a southwest region municipality and a representative of business and industry in the southwest region

House Majority Leader

A representative of business and industry in the southwest region and a representative of an environmental or civic organization

Senate Minority Leader

A representative of an environmental organization in the southwest region and a representative of a commuter organization

House Minority Leader

A member of the public and a representative of a council of governments

The council members must elect their chairman and the council must meet quarterly and when called by the chairman and a majority of members. The transportation commissioner must prepare a five-year implementation schedule for the plan and present it to the council by October 1, 1998. The schedule must include, at least, an indication of the amount of funding needed for implementation. The commissioner must provide schedule updates every six months. Beginning January 1, 1999, the council must provide annual reports to the governor and Transportation Committee on progress in implementing the plan.

#### **BACKGROUND**

### The Southwest Corridor Study Update

The DOT issued the Southwest Corridor Study Update in February 1998, pursuant to the requirements of SA 97-13. The plan recommended by DOT includes 10 major elements: (1) an implementation task force; (2) rail station parking management strategies; (3) a comprehensive regional employee parking study; (4) as part of the ongoing statewide local bus system study, an emphasis in the southwest corridor on coordinating service among the eight transit districts, intermodal connectivity between commuter rail and bus systems, and shuttle bus service; (5) rail station parking facilities expansion; (6) strategies to enhance ridesharing services; (7) a commuter choice incentive program; (8) actions to increase part- and full-time telecommuting; (9) pursuit of rail freight service extensions to New Haven; and (10) a corridor truck policy aimed at reducing truck traffic impact during peak travel periods.

The Coastal Corridor Coalition, a group of business, civic, and environmental organizations in New Haven and Fairfield Counties, made its own recommendations to DOT as part of the study process. DOT's plan recommendations include many, but not all, of the coalition's recommendations. Coalition recommendations the DOT did not endorse include reduced transit fares, a universal commuter pass for rail and bus use, toll-based congestion pricing, and implementation of a high-technology advanced public transportation system for coordinating services and disseminating information to travelers.

The South West Region Metropolitan Planning Organization response to the plan update included recommendations drawn from its long-range transportation plan such as (1) reducing travel costs for intrastate rail commuters, (2) expanding rail station parking and providing support transit services between stations and points of origin or destination, (3) implementing Route 1 transit service between Bridgeport and Port Chester, New York, (4) providing express van service along certain corridors, (5) studying reverse commutation and congestion pricing strategies, (6) establishing high-speed intermodal freight service directly along the Northeast Corridor to New York City, and (7) developing a comprehensive

multimodal plan for the corridor.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute  
Yea 21      Nay 1